RUSHING BUSINESS IN ALBANY

BOTH HOUSES PREPARING FOR ADJOURNMENT TO-DAY.

Many Bills Passed, Including Coney & Cent Fare Bill and Amendments to Rapid Transit-Senate Passes Anti-Bucket Shop Bill, but Assembly May Kill It.

ALBANY, April 22.-To-morrow one of the most uneventful sessions of the Legislature will end. Final adjournment has been fixed for noon to-morrow and it is likely that both houses will finish their business promptly on time. But the legislators will return. Gov. Hughes has set at rest the idea that he might issue his call for an extra session immediately on the adjournment of the present session to-morrow. It is more than likely that the extra sessio will be ealled for May 12, the date of the special election in the Forty-seventh Senate district. The illness of Senator Foelker of Brooklyn, has made it expedient to postpone the date of the extra session until after the successor to the late Senator Franchot has been elected. The main object of the special session will be to pass the anti-racetrack betting bills, but other subjects that the Governor has treated in his annual message to the Legislature and in special message are bound to come up at the extra

Whereas a year ago the Legislature was willing to grant Gov. Hughes anything he desired, and the State organization backed him up by approving of his course at a special meeting of the State committee, this year the Governor's recommendations have been completel; ignored. Last year he secured everything he recommended except the direct nominations and the Massachusetts ballot law. He almost succeeded in getting the direct nominations, and but for the desperate fight made a year ago by Herbert Parsons and State Chairman Woodruff the direct nominations bill would be a law to-day, for they killed it in the Assembly

The session has dragged along this year, but nothing like it did a year ago. It was just at this time last year that the Senate began to get busy, and then the new apportionment law tied things up. This year the Senate has drifted along and showed the first signs of waking up on Monday night, and the only real busy days of the session in the upper house have been those of this week. Senator Raines declared last week that the only bills on the calendar in the Senate that he had any interest in seeing passed were the financial bills. He was satisfied to pass them this week and then adjourn. To-day the Senate put in a busy day of it, and a session was held tonight. The Assembly has been in position to adjourn at any time since April 1, and has only been sitting to pass Senate bills. Assemblyman Beverly R. Robinson's

rapid transit law amendments, which change the Elsberg law so that it is expected change the Elsberg law so that it is expected that private capital will be induced to bid for new subways, passed the Senate. The Legislature also passed the Travis-Lee proposed constitutional amendment taking certain bonds from the computation of the city debt limit so that it is expected that \$125,000,000 will be available for new subways in 1910.

ways in 1910.

The Democrats fought Assemblyman Robinson's bill requiring lodging house keepers in New York city to keep a record which will afford ready identification of lodgers at election time. It was passed, 27 to 15.

The Senate passed Assemblyman Whit-

The Senate passed Assemblyman Whit-The Senate passed Assemblyman whitney's pure drug bill; Assemblyman De Groot's bill providing for a public highway through Cypress Hills Cemetery, and Assemblyman Foley's bill giving canal boats wharfage room in New York city.

The Senate adopted a resolution offered

by Senator Davis providing for the appoint-ment of a committee of four Senators and five Assemblymen to pass upon the work of the statutory consolidation commission and to report to the next Legislature.

It is now up to Gov. Hughes to say whether or not a candidate for political office can have his name in more than one column on the official ballot. Senator Gilchrist's bill which deprives all candidates other than nominees for judicial offices of that ad-vantage, passed the Assembly. Last year Gov. Hughes said he would not sign such a bill, this being intended to be a makeshift for the Massachusetts ballot law that he

wants adopted in this State.

The Senate passed Senator Agnew's bill authorizing the New York city Board of Estimate and Apportionment to pay the commissioners appointed to look into the question of the pollution of New York city water supply each a salary of \$3,000 a year, the total appropriation out of the New York city treasury to be \$75,000.

The Senate passed Senator Grady's bill appropriating \$3,000,000 for good roads. Senator Grady gave notice that to-morrow he would move to suspend the rules in order to pass Assemblyman Francis's three Estimate and Apportionment to pay

to pass Assemblyman Francis's three platoon police bill for first and second

By a vote of 29 to 11 the Senate passed Senator Raines's bill amending the liquor tax law in accordance with recommendatax law in accordance with recommis-tions made by the State Excise Commis-sioner. The bill gives special agents the right to search for and seize liquors where it is suspected they are being sold in no license towns. The law is made more stringent in many respects, for if a license is forfetted a new license is not to be issued is forfeited a new license is not to be issued for the premises for one year. Bondsmen are held liable for false statements made in an application. If a license for a place within 200 feet of a church is forfeited no license shall be issued to any one to traffic in liquors again within that limit.

The Senate passed Senator Frawley's bill authorizing New York city to purchase the Steinway tunnel. The bill does not provide for condemnation proceedings, the city and owners of the tunnel to agree on a price.

Much to the disgust of the automobilists of

the State, Senator Armstrong to-day an-nounced that he had abandoned his new mo-tor vehicle tax bill, which had been agreed upon by all interests concerned and was be-lieved to be the best ki d of a measure that lieved to be the best ki d of a measure that could be passed. The rutoists say that they will endeavor to get the bill passed before adjournment to-morrow. The bill taxed automobiles according to weight, and the money derived from that source was to be used toward keeping the roads in repair. Senator Cohalan after a vigorous fight has succeeded in passing in the Senate the bill providing for the adoption of the Torrens title recording system in this State. For

title recording system in this State. For a long time the vote stood 25 to 16, but after considerable skirmishing Senator Cassidy was induced to vote for the bill and it passed by just the required number of votes, 26

to 16 against. he Senate to-night, by a vote of 15 to killed Senator McManus's bill compeliing street railroad corporations in New York city to issue return tickets to work-

ingmen on the payment of one fare.

Senator Raines to-night prevented the passage of the bill of Senator Armstrong to appropriate \$119,000 for the purchase of a site for a new State Hospital for the Insane at Hungers, Rockland county. The bill re-ceived 24 affirmative votes, two less than necessary to pass it, to it in opposition. Senator Raines attacked the site chosen and said that the commission that had been appointed to select the site had made an agreement with the broker that it en-gaged to not pay him any compensation for his work, but to give him advance in-formation of the site that was to be chosen.

formation of the site that was to be chosen. Under a suspension of the rules the Senate to-day passed the Coney Island five cent fare bill. As it passed the Assembly several weeks ago the measure now goes to the Governor. It is said by Senator Wilcox, chairman of the Railroads Committee, that it will be vetoed on the same ground that he vetoed the two cents a mile ground that he vetoed the two cents a mile

By a vote of 30 to 2 the Senate passed Senator Cassidy's anti-bucket shop bill. A few moments previously the Senate Codes Committee had reported favorably Assemblyman O'Brien's anti-bucket shop bill, but there was chiection to the Castide Codes.

expected the O'Brien bill will die in the com-

expected the O'Brien bill will die in the committee of the whole, as the Senate will not go into that order of business again before final adjournment.

The Cassidy bill when it is received for concurrence in the Assembly will be referred to the Committee on Rules, where it will probably be amothered, so that there will be no anti-bucket shop legislation at the present session of the Legislature according to present indications.

The Senate passed the Assembly bill creating a State highway commission to construct good roads.

The Assembly killed Senator Owens's bill which permits the New York Central Railroad to abolish a number of grade crossings in The Bronx district of New York city, as well as to do away with the Sputten Duyvil curve. The railroad wanted the city to grant it a perpetual franchise in exchange for the Sputten Duyvil, one that it now holds in perpetuity. The bill received only 30 affirmative votes to 90 in opposition.

in opposition.

Another railroad bill killed by the Assembly was that of Senator Hinman, which makes it a misdemeanor to steal

a ride on a passenger train or street car.
The annual appropriation bill, carrying an appropriation of \$21,000,000, passed the Assembly to-day. The total appropriations are increased about \$500,000 over

last year.

The bill of Senator Page extending the jurisdiction of the Public Service Commissions to telephone, telegraph, ferry and other transportation companies and making many drastic changes in the Pub-lic Service Commissions law was received in the Assembly to-day for concurrence.

It was referred to the Committee on Rules.

The Senate passed to-day Assemblyman

Francis's bill providing for the appointment of a legislative committee to investigate the administration of justice in the inferior courts of criminal jurisdiction in the cities of the first class. This bill is designed to help Herbert Parsons in getting ready for the next municipal campaign in New York city. Gov. Hughes sent a recommendation to the Legislature that such a bill be passed the day after Mr. Parsons had visited the Gov-ernor, and this is the only bill that the Gov-ernor recommended in that special message ernor recommended in that special message that has passed both houses of the Legis-

The Assembly Rules Committee decided to report for passage to-morrow Senator Cassidy's anti-bucket shop bill. Senator Page's public service law amendments, which among other things places telegraph and telephone companies under the jurisdiction of the Public Service Com-mission, was not reported.

TO INVESTIGATE THIS CITY. Senator Cassidy's Resolution Unanimously Adopted by the Senate.

ALBANT, April 22.-Some weeks ago Senator Owen Cassidy of Schuyler county introduced a resolution providing for a legislative investigation of the financial condition of New York city. At the time it was pointed out that this resolution was broad enough to permit this legislative committee to Lexow the city of New York during the fall campaign if the political exigencies of the situation demand it. To-night the Senate reported the Cassidy resolution favorably during the hubbub prevalent at the tail end of the session and it was adopted unanimously. Senator Cassidy said to-night that the Assembly would adopt the resolution to-morrow.

AGNEW GIVES UP THE FIGHT, But He Hopes to Pass His Anti-Racetrack Gambling Bills at an Extra Session.

ALBANY, April 22.-Senator George B. Agnew (Rep., N. Y.) to-day gave up the fight to pass the anti-racetrack betting bills at this session of the Legislature.

"I acknowledge defeat at this session, he said, "but I will renew it at the extra session, and I am satisfied that there will be an extra session. I have lost another vote through the serious illness of Senator Foel-ker, who has been obliged to go to his home in Brooklyn and will not be back at this

Senator Foelker is said to be suffering from ptomaine poisoning. Until he voted on the anti-racetrack betting bills his position was doubtful, but he sided with the Governor and voted for the bills.

Through the efforts of the Rev. A. S. Gregg a call for a mass meeting in Albany lorse the anti-racetrack gambling bills has been signed by business and pro-fessional men. The meeting will be held in Harmanus Bleecker Hall in this city on Sunday afternoon at 3:30 o'clock. Gov. Hughes has promised that he will attend and make an address.

TWO VETOES BY GOV. HUGHES. One Affects Interurban Roads and the Other Legislators Who Are Attorneys.

ALBANY, April 22.-Gov. Hughes sent two retoes to the Senate to-day. He vetoed a bill of Senator Boyce (Dem., Rensselaer) compelling the installation of waterclosets on interurban cars seating forty-five pas-sengers and on roads not less than forty-five miles in length. The bill hits several up-State railroads. The Governor says this is a subject the Public Service Com-

missions can deal with.

The other bill vetoed was that of Senator Gilchrist (Rep., Brooklyn). The bill pro-vides that where a member of the Legis-lature is an attorney of record in a litigation he can have an adjournment for a week if the legislator is attending to his duties in the Legislature and secure further adjournments to suit the convenience of the legislator-attorney. The Governor says legislator-attorney. The Governor grave the bill would open the door for grave abuses and would permit of the tying up abuses and would permit of the tying up of litigation through an entire session

AGAIN THE SUICIDE VERSE. Nora May French's Poem Found in Russell Peck's Pocket.

A young man was found dead with a bullet in his heart and a revolver with one chamber empty lying by his side on a bench in the East Dale walk, Prospect Park, Brooklyn, yesterday morning. Later he was identified at the morgue as Russell Peck, 18 years old, by his father, Frederick J. Peck of 311 West 114th street, Manhattan. The father is employed in the main office of the Adams Express Company, where young Peck also worked as a financial clerk.

The young man did not get along well with his parents and for some time had been boarding at 1205 Bergen street, Brooklyn. Lately he had been playing the races and lost some money he had saved. His companions say that he had worried a good deal and had often threatened suicide This printed poem was found in his

SUICIDE. I tilt my hollowed life and look within; The wine it held has left a purple trace. Behold a stain, where happiness has been,

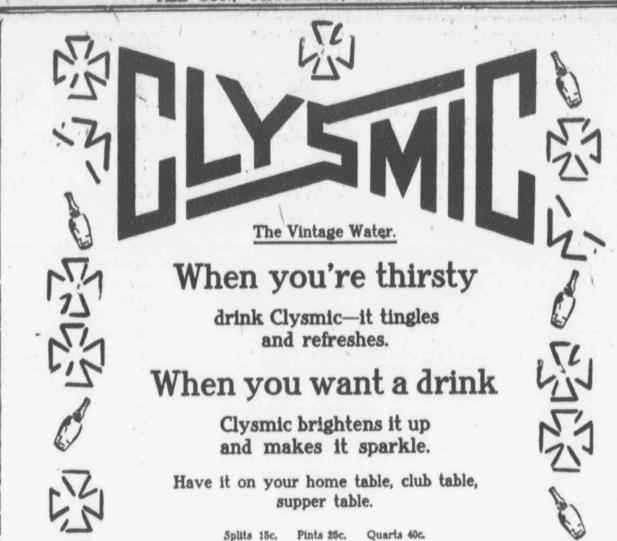
If I should shatter down this empty vase Through what abysses would my soul be tossed To meet its Judge in undiscovered lands? What sentence meted ma alone and lost, Before Him, with the payment in my hands?

Better the patient earth that loves me still Should drip her cleanness on the purple stain; Better my life, upheld to her, should fill With limpld dew and gradual gift of rain.

NOBA FRENCH Nora May French was a close friend of George Stirling, the author of a variously discussed poem, "The Wine of Wizardry." Last November, while a guest at the home of Mr. Stirling at Monterey, Cal., Miss French killed herself. She left behind the poem called "Suicide."

Brooklyn Meeting in Favor of Anti-Gambling Bills.

Arrangements have been made for a mass meeting next Sunday afternoon at the Clermont avenue Rink in Brooklyn to urge the passage of the anti-racetrack gambling few moments previously the Senate Codes
Committee had reported favorably Assemblyman O'Brien's anti-bucket shop bill, but
there a as objection to the Casaidy measure
being substituted. The O'Brien bill was referred to the committee of the whole. It is



AMONG THE AUTOMOBILISTS

TROUBLE OVER THE BRIARCLIFF COURSE SETTLED.

Chairman Robert Lee Morrell Satisfies Demands of State Engineer Skene as to Deposit for Repairing Roads Under His Control-Nineteen Drivers Practise.

The storm clouds that threatened to prevent the running of the Briarcliff trophy contest in Westchester county to-morrow passed away yesterday afternoon, when State Engineer and Surveyor Skene announced that his demands had been complied with and that Chairman Robert Lee Morrell and his associates of the Automobile Manufacturers' committee were free to go ahead with their preparations for to-morrow's great international struggie of stock chasses. Mr. Skene and Deputy Attorney-General Dineen held a lengthy conference with Chairman Morreil in this city yesterday morning over the ques tion as to whether or not the State law permitted him to accept a bond in place of cash or a certified check for the \$200 a mile required for the State roads included in the race

The law which permits the local authorities to permit speed contests over the roads in their jurisdiction also provides that \$200 must be deposited with the State Engineer and Surveyor to be used in repairing any damage that may be done to the roads during the contest; the balance, if any, to be returned o the individual or after the roads have been repaired. Chair-man Morrell had secured a bond, but Mr Skene refused to accept this, as he had been advised by Deputy Attorney-General Dineen to require a cash deposit. The matter was finally settled by Chairman Morrell giving Mr. Skene a check for \$3,000 at the time and paying the remaining sum of \$1,600 last night It was reported last night that the local authorities of the town of Greenburg had declared that a bond of \$100,000 must be filed o indemnify the town for any damage done to the roads of that part of the course within

Nineteen of the cars entered for the conest were out yesterday, the only absentees being Percy Owen's Bianchi, which Paul Sartori is to drive: M. Robert Guggen heim's Renault, which Julien Bloch is to drive, and J. H. Tyson's Isotta-Fraschini, which Louis Strang is to pilot. Besides Campbell's Allen-Kingston, which was demolished in an accident, and George Robertson's Panhard, which ran into the mud near Mount Kisco, the other drivers and cars on the circuit during the practice time before 7 o'clock were Old field, Vaughan and Leland in the three Stearns cars; Harding and Poole, in Isotta-Fraschini machines; Michener and Mulford, in Loziers; Watson and Seymour, in Simplexes; Roberts, in Harry S. Houpi's Thomas; Cedrino and Parker, in their Fiats; Louis J. Bergdoll of Philadelphia, in his Benz; Hilliard, in the Hol-Tan-Shawmut; Murphy, in Mayor Brown's Maja; Herbert Lytle, in the Apperson, and Bernin, in the Renault. Renault, which Julien Bloch is to drive, and

Renault.

Russell A. Field, secretary of the Long Island Automobile Club, announces that the next regular monthly meeting of the organization will be held in the clubhouse at 360 Cumberland street, Brooklyn, on Wednesday evening, April 29. At this meeting plans are to be discussed regarding the part the club members will take in the Subway Celebration in Brooklyn on May 1. Allen C. Alderman, chairman of the Country Club house committee, will explain a number of details in connection with the country home of the organization. The membership committee announces the following applications: the Boy, Spencer S. Roche, William M. Alford, Walter Bt. John Benedict, Robert W. Haff, Morris W. Henry, Arthur J. Hallock, Maxwell Lester, Arthur E. Lethbridge, Ernest F. Luhrsen, Frank Melville, Jr., Bernard Rentrop, Walter H. Shutt, Frederick W. Sparks and George C. Tilyou, all for active membership, and Henry C. Langhaar and Francis K. Thayer for associate membership.

Charles Jerome Edwards, president of the club, has sent the following letter regarding the subway celebration to all members of the organization.

"The members of the Long Island Automobile Club have been invited to participate in the subway celebration on Friday, May 1, by joining in the exercises attendant thereto under the auspices of the Brooklyn League, and in forming an automobile section of the parade to be held that evening.

and in forming an automobile section of the parade to be held that evening.

"The automobile is the most important development of twentieth century industry, and has provided agreater opportunity for outdoor sport and pleasure than any other

feature of the decade. The club represents these interests in Brooklyn, and it is proper that we should join with the League and the the citizens' committee in the civic pride, local interest and future of the borough, which combine to make this an occasion of

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251 Fifth Avenue,

which combine to make this an occasion of extraordinary moment.

"It is hoped that all members in Brooklyn will participate in this parade, and in order to stimulate interest and to mark their appreciation of your interest, the citizens committee will award three silver cups to the best decorated car in each of the following divisions: 1-Electric decorations; 2-Floral decorations; 3-Flag decorations.

"The automobile division of the parade will be somewhat independent of the main formation, so that cars will not be obliged to run on low gear, and after the review at the grand stand in front of the Union League Club at 10 P. M., the automobile division of the city.

will proceed to Flatbush and busices of the city.

"I beg to ask that you will at once signify your interest in this celebration and parade by filling out and returning the enclosed postal card. C. G. Arnold, Allen C. Alderman, Frank D. Bandell, William Payson Richardson and F. G. Webb have been appointed as a committee to act on behalf of the club. Others will be added to this committee who are interested and will aid by their efforts in the success of the celebration, and who will advise to that effect."

An amusing incident in connection with the Briarciii trophy race to be run in Westchester county on Friday, and one which displayed to great advantage the proverbial thiff of the New Englander, occurred early this week up at the Briarciii Lodge, where Robert Lee Morrell, chairman of the executive loard and rules committee for the contest, has his headquarters. The chairman had been called by telephone on Sunday from Stamford, Conn., and asked if C. G. Mechaley of that city would be permitted to make a postentry for the race. Mr. Mechaley was informed that it would be necessary for him to send in his certified check for \$1,000 as an evidence of good faith, after which his request would be referred to the entrants, whose unanimous consent must be obtained before the entry could be accepted.

On Monday Mechaley and a Mr. Lockwood of Stamford appeared at Briarchii Lodge prepared to nake formal application to enter the contest, bearing with them a certified check. But when the check was inspected by one of the race officials he discovered that instead of being for the regular entry fee of \$1,000 the check was for \$500. When the would be contestant was asked why he had brought a check for only one-half of the entry fee he replied that he had thought he could enter for half price, as it was only a few days before the contest was scheduled for decision. This view of the matter proved very interesting to those race enthusiasts who heard of the incident, especially as it is the custom abroad.

ing to those face enthusiasts who heard of the incident, especially as it is the custom abroad, where many bir good races are run every year, to charge double entry fees for late entries instead of permitting post entries at a barrain price. a bargain price.

The fancaster Automobile Club, through its counsel, W. U. Hensel, has entered formal complaints against a number of constables in rural districts near Lancaster in Pennsylvania charging that they have neglected to keep their roads in proper condition.

WILKEPARER, Pa., April 22.—It was decided to-day by the Wilkesbarre Auto Club to offer, subject to the sanction of the A. A. A. a prize cup of the nature of the Vanderbill cup to be competed for at the annual hill climb up Giant Despair on Wilkesbarre Mountain each year. The cup will be given for the big event, probably the free for all, and is to be retained by the winner forfone year. The cup is to be donated by the auto club, the board of trade and by prominent men and organizations of the city and is to be known as the Wilkesbarre cup.

The official grand stand for the Briarchif trophy race was practically completed vesterday. It is 400 feet long and has been constructed so that seating capacity has been provided for about 2,500 spectators, including the occupants of the boves. There are fifty-seven parking spaces for cars inside the paddock enclosure surrounding the grand stand, most of which have been engaged. The grand stand has been built so the spectators will have an unobstructed view of the approach to the starting and finishing line over the nearest approach to a straightaway stretch there is on the course. The official and press stand will be located directly opposite the grand stand. This stand will have an immense duplicate bulletin board erected on top of it so that it can be plainly seen by the occupants of the grand stand. The official grand stand for the Briarcliff

A number of special car parties are being formed by automobilists of various cities to come here for the Briarcliff trophy contest in Westchester county on Friday, one car being scheduled to come from Chicago and another from Cleveland. Two parties are also coming from the Dominion of Canada, one made up of a number of merchants and business men from Hamilton and the other a party of Government officials from Ottawa. Among those included in the latter party are the following Canadian officials: The Hon. A: G. Fielding, Minister of Finance; the Hon. Frederick Borden, Minister of Militia; the Hon. John S. Hendrie, Minister without portfolio; the Hon. Rudolph For-

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get, Minister of Public Works; the Hon. J. M. Gibson, former Minister of Finance; the Hon. J. G. Emerson, former Minister of Railways and Canals, and a number of other officers whose names have not been anno unced.

New York.

Dr. J. R. Overpeck, a member of the contest committee of the Quaker City Motor Club of Philadelphia, has accepted an invitation to act as a judge of turns, controls and camps of the Briarcliff trophy race in Westchester county on Friday of this week. Richard J. Sellers of the Quaker City Motor Club has arranged to take Dr. Overpeck over the course in his six cylinder Flat.

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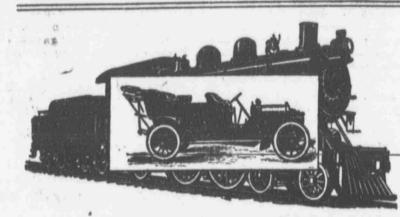
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\$11,000 '30' Rochets, \$2,000 \$3,000; Gildes, \$750; Oldsmobile Runabouts, \$65 up; White Steamers, Runabout Touring, \$500 \$600. 150 other unusual opportunities. Demonstrations cheerfully given.

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